

20% Off January Clearance Sale

ON ALL PURCHASES
(with few exceptions) either for
Cash or Credit

Here Is the Story Back of This Tale.

During the month of January the furniture buyers from the leading furniture stores all over the country gather at Grand Rapids and Chicago, and New York, where the furniture manufacturers display their newest styles.

Our Buyers are now at these exhibitions. They always buy in large quantities, never less than a dozen and often several hundred of one article. Their purchases will soon arrive! Hence we must make room for this stock, therefore this Clearance Sale.

Exceptions to This 20 Per Cent. Discount Sale are Ranges, Sectional Bookcases, Refrigerators and Vacuum Cleaners

GOODS SELECTED DURING THIS SALE WE WILL STORE FREE UNTIL YOU NOTIFY US TO DELIVER

Dining Extension Tables

Regular Price \$11.75	less 20%	\$ 9.40.	Terms to suit
Regular Price \$14.50	less 20%	\$11.60.	Terms to suit
Regular Price \$15.00	less 20%	\$12.00.	Terms to suit
Regular Price \$20.00	less 20%	\$16.00.	Terms to suit
Regular Price \$30.00	less 20%	\$24.00.	Terms to suit

And all other Dining Tables at the same discount

China Closets

Regular Price \$21.00	less 20%	\$16.80.	Terms to suit
Regular Price \$25.00	less 20%	\$20.00.	Terms to suit
Regular Price \$27.00	less 20%	\$21.60.	Terms to suit
Regular Price \$35.00	less 20%	\$28.00.	Terms to suit

And all other China Closets at the same discount

Brass Beds

Regular Price \$ 8.75	less 20%	\$ 7.00.	Terms to suit
Regular Price \$15.00	less 20%	\$12.00.	Terms to suit
Regular Price \$18.00	less 20%	\$14.40.	Terms to suit
Regular Price \$20.00	less 20%	\$16.00.	Terms to suit
Regular Price \$25.00	less 20%	\$20.00.	Terms to suit

And all other Brass Beds at the same discount

Iron Beds

Regular Price \$2.00	less 20%	\$1.60
Regular Price \$2.50	less 20%	\$2.00
Regular Price \$3.50	less 20%	\$2.80
Regular Price \$4.00	less 20%	\$3.20
Regular Price \$5.00	less 20%	\$4.00
Regular Price \$6.50	less 20%	\$5.20
Regular Price \$8.50	less 20%	\$6.80

And all other Iron Beds at this discount.

Parlor Suits

Regular Price \$22.50	less 20%	\$18.00.	Terms to suit
Regular Price \$27.50	less 20%	\$22.00.	Terms to suit
Regular Price \$30.00	less 20%	\$24.00.	Terms to suit
Regular Price \$35.00	less 20%	\$28.00.	Terms to suit
Regular Price \$40.00	less 20%	\$32.00.	Terms to suit

And all other Parlor Suits at the same discount

Reed Baby Carriages

Regular Price \$22.50	less 20%	\$18.00.	Terms to suit
Regular Price \$25.00	less 20%	\$20.00.	Terms to suit
Regular Price \$30.00	less 20%	\$24.00.	Terms to suit
Regular Price \$31.00	less 20%	\$24.80.	Terms to suit

And all other Baby Carriages at the same discount

Dining Chairs

Regular Price \$1.10	less 20%	\$0.88.	Terms to suit
Regular Price \$1.50	less 20%	\$1.20.	Terms to suit
Regular Price \$2.10	less 20%	\$1.68.	Terms to suit
Regular Price \$2.50	less 20%	\$2.00.	Terms to suit
Regular Price \$3.25	less 20%	\$2.60.	Terms to suit

And all other Dining Chairs at the same discount

Buffets and Sideboards

Regular price \$14.75	less 20%	\$11.80.	Terms to suit
Regular Price \$15.75	less 20%	\$12.60.	Terms to suit
Regular Price \$17.75	less 20%	\$14.20.	Terms to suit
Regular Price \$21.00	less 20%	\$16.80.	Terms to suit
Regular Price \$23.00	less 20%	\$18.40.	Terms to suit
Regular Price \$25.00	less 20%	\$20.00.	Terms to suit

And all other Buffets at the same discount

Library Tables

Regular Price \$ 9.50	less 20%	\$ 7.60.	Terms to suit
Regular Price \$10.00	less 20%	\$ 8.00.	Terms to suit
Regular Price \$15.00	less 20%	\$12.00.	Terms to suit
Regular Price \$20.00	less 20%	\$16.00.	Terms to suit

Mattresses

Regular Price \$ 3.50	less 20%	\$ 2.80.	Terms to suit
Regular Price \$ 5.00	less 20%	\$ 4.00.	Terms to suit
Regular Price \$ 8.50	less 20%	\$ 6.80.	Terms to suit
Regular Price \$10.50	less 20%	\$ 8.40.	Terms to suit
Regular Price \$12.50	less 20%	\$10.00.	Terms to suit

And all other Mattresses at the same discount

Dressers

Regular Price \$30.00	less 20%	\$24.00
Regular Price \$25.00	less 20%	\$20.00
Regular Price \$20.00	less 20%	\$16.00
Regular Price \$18.00	less 20%	\$14.40
Regular Price \$14.00	less 20%	\$11.20
Regular Price \$12.00	less 20%	\$ 9.60
Regular Price \$10.00	less 20%	\$ 8.00

And all other Dressers at this discount.

All Goods Marked in Plain Figures

COMPLETE HOME FURNISHERS

HADLEY'S

COR. BROAD + JOHN STS.

CAMPAIGN AGAINST SUEZ CANAL AND EGYPT WOULD NOT BE VERY DIFFICULT, SAY MILITARY MEN.

Food Resources of Arabia and Syria Would Sustain German and Turkish Armies on the Way.

Constantinople, Jan. 3.—A campaign of Turkish and German forces against the Suez Canal and Egypt would not be as difficult as enterprises as the factors involved would seem to indicate, according to the opinion held by military authorities here. They say that those contending that such an undertaking would be next to impossible are unfamiliar with the means of communication between Constantinople and the Canal, and overlook that the food resources of Arabia and Syria are fully sufficient to meet the needs of a large army.

Last May and June, a correspondent who traveled over the greater part of the route which an army marching against the Suez Canal would have to use, he found the following: From Constantinople to Bosant by the Taurus mountains, over the Anatolian railroad and its Bagdad connections, would require about 48 hours for military trains. At Bosant the old pass road, through the Cilician Gate to Tarsus, would be used. The road was then being improved by thousands of Armenians who had been drafted into the Ottoman army for this purpose, and whose work was being directed by Turkish, German and Austrian engineer officers. Motor trucks could make the trip from Bosant to Tarsus in from six to eight hours, especially, if, as is asserted, they will be assisted up the steeper grades, of which there are three.

In June the tunnels of the Bagdad railroad near Entilly and Karababa,

and a large bridge near Rodjo, had not been completed. The railroad facilities from Tarsus, on the Mersina, Tarsus and Adana line, ended for this reason at Osmanie and later at Marior, points in the Amanus Mountains. But an excellent road connected these places with the terminus of the Bagdad railroad at Rodjo. Heavy traffic might find traversing the Ghar Dagh Pass at Entilly, a severe strain but no insurmountable obstacle. The same is true of the pass near Rodjo.

From Rodjo the railroad runs to Aleppo, then over the Hama and Hama Extension to Ryack. Here a narrow-gauge to Damascus would necessitate transshipping. At Damascus the Hedjaz railroad begins. It would serve the expedition as far as Maan, Arabia, or some point directly east of Jerusalem. At the latter point the railroad through the Hebron valley is reached. It is this line which the Turks, under the leadership of Meissner Pasha, a German engineer who built the Hedjaz railroad, have extended into the desert east of the Suez Canal. How far the line is completed at this date is unknown. According to a statement made by Meissner Pasha to the Associated Press correspondent, at Dera, Arabia, last June, the railroad had been surveyed and graded far into the desert and about 150 kilometers were ready for traffic. Little is known of the line beyond the fact that in the Hebron valley it runs over a survey made for a French company. One of the purposes of the road might be to carry water into the desert in case the water supply system established in the vicinity of the canal should prove unable to meet the demand.

A table of days needed last June in transit from and to various points on the Constantinople-Suez Canal line of

communication is here given:

Constantinople to Bosant by railroad, 2 days; Bosant to Tarsus by road, 1 day; Tarsus to Mamori by railroad, 1 day; Mamori to Rodjo by road, 2 days; Rodjo to Ryack by railroad, 1 day; Ryack to Damascus by railroad, 1 day; Damascus to Jerusalem by railroad and road, 2 days; Jerusalem to end of railroad line, 2 days. Total, 12 days.

Or: Constantinople to Damascus (see above) 8 days; Damascus to Maan, by railroad, 1 day; Maan across desert, by motor vehicle to the canal, 4 days. Total, 13 days. But since June work on the Marior-Rodjo line of the Bagdad railroad has been pushed as hard as possible, notwithstanding the fact that the Italian workers of the Entilly and Karababa tunnels left their posts. Difficulty in securing rails and bridge steel was also experienced. But last July the Entilly tunnel, about 5,000 yards long, was broken through, and the bridge near Rodjo was completed in August. The statement made some time ago that trains were running from Rodjo as far as Isalahia permits the conclusion that the Karababa tunnel was also finished, either that, or a track was laid over the pass which here is rather low. Since then it has been learned that track is being laid in the Entilly tunnel, which means that train communication will soon exist, or is already established, from Tarsus to the end of the military line in the desert. Should this be the case then the trip to the Suez Canal will have been shortened two days, the time given in the above table including in all cases the hours lost in transferring troops from train to road and vice versa.

But the possibility exists that a further improvement has been made in this line of communication. Work was being pushed last June with all energy on the Bagdad line beyond Bosant that is to connect with the Mersina, Tarsus and Adana railroad at Dorak. Of the 70 tunnels, three of which are 8,500, 2,700 and 1,100 yards long, many were completed, so that trains were already able to proceed beyond Bosant, and it was expected that supply trains would soon be running as far as Dorak, on the Mersina,

Tarsus and Adana line. A narrow-gauge road serving the needs of the builders of the railroad was already in operation. Though the engineering difficulties presented by the Tahakyt Gorge, through which this section of the Bagdad line runs, are many, they may have succumbed to the will of the German and Swiss engineers, in charge of the work. The completion of this line would further reduce the time of the transit from Constantinople to the Canal by two days, cutting the total on the all-rail line down to the following number of hours:

	Ordinary	Express
Constantinople-Bosant	48	36
Bosant-Dorak	110	4
Dorak-Ryack	27	4
Ryack-Damascus	110	4
Damascus-Jerusalem	110	4
Jerusalem to end of line	48	24
Total	176	142

Or 7d 8h. Or 5d 23h. Includes four hours for transshipment.

If, as asserted, a railroad line now connects the Hedjaz line with Jerusalem.

Due to the fact that the Anatolian, Bagdad, their connections, and the Hedjaz, railroads are all single-tracked, and, for this reason, highly susceptible to the delays incident to a heavy traffic, an additional allowance of time would have to be made. But since the rail traffic would be all in one direction, and since rolling stock would be available in plenty, this circumstance would not become a problem, especially if German railroad battalion officers were in charge of the traffic, as, no doubt, they would be. Meanwhile, the Taurus Pass road, the Mamori-Rodjo road could relieve such connection as might ensue.

Transportation conditions in the desert itself could also be mastered easily, the Associated Press correspondent is informed. From German officers and engineers who took part in the Turkish advance on the Suez Canal last winter, it was learned that the popular conception of the "sandy desert" is a myth so far as it concerns the territory east of the canal. There

are large stretches of loose deposits, of course, but in the main the floor of the desert is a clay which the hot sun has baked almost into brick. The result is that an automobile or motor truck may be taken anywhere without trouble. Only the lack of water has made transportation unfeasible, since draught animals require more water than the desert affords. Air-cooled motors would overcome every obstacle wheel transportation has encountered. With them the rapid moving of artillery equipment and supplies could be undertaken successfully near the canal with but a slight increase in its vehicle park. A greater number of troops would probably exhaust the desert's water supply and thus add the carrying of this necessity to the duties of its commissary. There remains the ordinary means of travel and traffic in the desert, the camel. With its assistance the offensive against the Suez Canal last winter was carried on. Thousands of these animals are at the disposal of the Ottoman government, and since each can carry an average load of 500 pounds, the camel would be likely to play an important role.

With the supply machinery in good working order, troops in the desert would experience no great hardships. The climate of the desert in winter is good, and the germicidal effect of the ever-shining sun would prevent ground pollution from which most army diseases spring. The terrain itself is favorable to the offensive tactics which the Ottoman troops and their German allies would employ. The topographical main feature of the country being an undulating plain with many "dongas," ancient and dry water courses. Through these attacks could be developed, should the English and Egyptian troops decide to cross the canal instead of waiting on the western bank. After mastering the Danube, during the Serbian campaign, there is no river-like body of water which the Germans could not throw troops across. For long stretches the Suez Canal is no more than 100 yards wide.

Both Seattle and Tacoma were rocked by earthquakes.

AMERICAN ENGINES SHIPPED PIECEMEAL TO RUSS RAILWAYS

Yankee Experts Assemble Pieces and Construct Locomotives There.

Peking, Dec. 31.—Twenty American engineering experts are busily engaged at Harbin erecting locomotives shipped from the United States to the Russian government. Both the Baldwin Company and the American Locomotive works have experts here, assisting the Russians in their efforts for the Trans-Siberian Railway. The locomotives coming from America are unloaded at Vladivostok. They are knocked down into as small as possible, and boxed in America for shipment. Upon their arrival at Vladivostok, the engines are rushed on to Harbin, where the facilities for erecting them are better than at Vladivostok.

Because of the slides in the Panama Canal, the delivery of the locomotives was much delayed. It requires several weeks to erect an engine, and the first of the American engines to reach Siberia will be put into commission this week.

All told four hundred and fifty locomotives have been sold by American manufacturers to the Russian government. These are now coming to Vladivostok by way of the Suez, but will doubtless be routed via Panama as soon as the canal is clear. It is estimated that the delivery of these locomotives will extend over one year. W. F. Carey of St. Paul, Minn., a member of the firm of Starnes Carey Construction Co., has arrived in China and will open offices in Peking, preparatory to undertaking railway construction and similar heavy work. This American firm had many large construction contracts on the Grand Trunk Pacific in Canada, and is the first American company engaged in

general construction work to open a permanent office in China.

SCANDINAVIA'S OLEOMARGARINE FACTORY BURNED

London, Jan. 3.—The destruction by fire on Sunday night at Aarhus, Denmark, of the oleomargarine and oil factory, one of the country's largest industrial establishments, is reported by the Copenhagen correspondent of the Exchange Telegraph company. He adds that this will temporarily put an end to Scandinavia's entire manufacture of oleomargarine since this factory was the only one of its kind in Scandinavia.

Huxley, English Jockey Exempt From Taxes

London, Jan. 3.—Three judges of the Divisional court have decided that William Huxley, the well-known English jockey, is not liable for income tax. He had been assessed on ten thousand dollars, but on his behalf the question was raised whether a young man under twenty-one years, who has no guardian or trustee, is liable for income tax. The court accepted the negative view. One of the justices said it seemed impossible to hold that an "infant" who could not ordinarily be served with legal process, or to enforce the right of appeal should be assessable to income tax unless the legislature so provided.

The effect of this decision, says the Mail, will be wider now than in past time. Ordinarily minors are caught in the income tax owing to the simple fact that their incomes are usually earned increment administered for them by guardians and trustees. A few jockeys and infant prodigies have escaped, but now there must be thousands of minors who are earning up to thirty dollars a week in munition factories.